GEOGRAPHIC NEWS BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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Contents for Week of May 19, 1941. Vol. XX. No. 12.

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NOTE TO TEACHERS: The next GEOGRAPHIC NEWS BULLETINS will be published October 6. The BULLETINS are not issued during the summer vacation months. It will facilitate the handling and prompt mailing of the BULLETINS in the fall if teachers will subscribe now for BULLETINS for the next school year. See notice following Bulletin No. 1.

Photograph by Luis Marden

FANEUIL HALL IS STILL A "HUB CITY" HUB

In the successive Faneuil Halls occupying this site since 1743, produce markets on the first floor have shared the building with upstairs meeting halls, in which Daniel Webster, Samuel Adams, John Hancock, and Wendell Phillips in their times made fiery patriotic speeches on public issues. Named for Peter Faneuil who donated the first building to the city as a public market, the historic hall is nicknamed the "Cradle of Liberty." Designs by Charles Bulfinch, architect famous for his New England churches, guided the restoration of the building to its present state, with gilded dome and towering flagpole. Here at Adams Square, Washington Street is intersected by a number of Boston thoroughfares (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic News Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Entered as second-class matter, Jan. 27, 1922, Post Office, Washington, D. C., under act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of Oct. 3, 1917, authorized Feb. 9, 1922. Copyright, 1941, by National Geographic Society, Washington, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

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General Headquarters, Washington, D. C.

Crisis East and West of Suez

A FOCUS of the struggle in the eastern Mediterranean is the Suez Canal, with desert battlefields of Egypt to the west and to the east the turbulent lands of Middle East oil wells and oil routes—Turkey, Syria and Palestine, and Iraq.

The Suez Canal has been especially important to the British as a short cut for transporting soldiers from Australia and other southern hemisphere points to the Mediterranean theater of war. The Canal and protective forces based in Egypt, with Gibraltar, have been the pillars of British power in that strategic land-locked sea.

Canal Not as Vulnerable as Panama to Bombing

The canal is a narrow, sun-baked ditch extending 104.5 miles through desert and marshy lands south from Port Said on the Mediterranean to Port Taufiq at the head of the Gulf of Suez. The water flows at sea level without locks, slicing through the low-lying Isthmus of Suez, that historic narrow land bridge between Asia and Africa. The banks are chiefly sand and gravel, although in places concrete has been laid along the shore to prevent erosion.

All but the largest ships can pass through the canal, for its depth has been increased to 45 feet and the width to 70 yards.

A railroad and a fresh water canal parallel the shipway.

In normal times the Suez has been the busiest interocean canal in the world. The tolls average 10 to 20 per cent higher than those for the Panama Canal. It is operated by a private company with directors of several nationalities, under concession from the Egyptian Government.

A half dozen control stations along the shores direct traffic, and dredges are continually at work to prevent sand and silt from filling the canal. The canal's minimum width of 210 feet permits two-way traffic through most of its length.

It can hardly be expected that great damage will be done to the waterway by bombing attacks alone. It has no locks to make it vulnerable, as has the Panama Canal. It has no high mountain-walled cuts to cave in under attack with explosives as the Panama Canal has. About the only damage that could be inflicted would be the destruction of terminal breakwaters and warehouses, the caving in of the shallow banks, or temporary stoppage of navigation by the sinking of ships in the ditch. Repairs to such damage would not be difficult.

Oasis Marks Halfway Point

Port Said, the northern terminus, is a cosmopolitan city of more than 125,000 population, where a babel of tongues from porters, peddlers, and guides always greeted peacetime tourists.

On the jetty at Port Said stands a bronze statue to Count Ferdinand de Lesseps, the far-sighted Frenchman who fostered the construction of the canal from 1859 to 1869.

The northern half of the canal is almost a straight ditch. About at the halfway point is Ismailia, an oasis whose white, flat-roofed houses are surrounded by gardens of roses and many other flowers. The town, where the British began to garrison Tommies five years ago, stands on the shore of Lake Timsah, the "lake of the crocodiles," through which the canal passes.

That lake is one of an irregular chain in the southern half of the canal which

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© *Herbert G. Ponting*

BURMA'S PROUD ARCHITECTURE IS AS RESPLENDENT AS ITS REVIVED PEACOCK SYMBOL

The old Burmese city of Pagan was capital of the Burmese Empire which flourished in the Middle Ages, with the peacock as its proud symbol, until conquered by the invading hordes of Kublai Khan in 1284. From the pagodas still standing and those in ruins, covering an area of 100 square miles with some 5,000 recognizable structures such as Ananda Pagoda (above), it was one of the most remarkable medieval capitals (Bulletin No. 5).

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Boston Shows a Cross Section of American Growth

BOSTON, hub of New England, has saved so many cherished landmarks of her epic youth and has preserved so much of the colorful traditions of her past that it is easy to overlook her modern position as one of America's leading business, industrial, and commercial cities. Her commanding rank as an educational and cultural center makes the friendly old town a natural host to the National Education Association Convention, which meets there from June 28 to July 3.

Where Actions and Words Both Spoke Loud

Mellow, dignified Boston seems still to echo the brave deeds and famous voices of old. The Puritan fathers, John Winthrop and Cotton Mather, walked the paths that were the town's first thoroughfares. Here was held the most famous party of all times—the Boston Tea Party. Almost as familiar is the tall shaft of the Bunker Hill Monument, commemorating a fierce engagement in the American War of Independence, a revolt largely promoted by Bostonian champions of liberty. In Faneuil Hall (illustration, cover) and the Old State House sounded the patriotic oratory of James Otis and the Adamses. The Paul Revere House brings to mind the storied midnight ride that called the Colonies to arms.

The Puritan founders of 1630 first called their settlement Trimountaine, but soon changed the name to Boston, after the town in England whence many of them had come. Today, the city's two most prominent buildings—the gilt-domed State House and the 490-foot-high Customhouse tower—symbolize Boston's dramatic political past and her contemporary commercial rank.

In all directions from the original town site now spreads a vast urban pattern of densely peopled city reaches and suburban centers linked by broad boulevards and streaked with green parks and silvery ponds and streams. Boston proper counts over 800,000 inhabitants, but 40 close-packed tributary municipalities bring the total population of "Greater Boston" to 2,300,000. Fashionable Back Bay occupies a large chunk of the 3,000 acres of made land by which the central area of the city has been enlarged. The old part of town has clung to its picturesque narrow streets and alleyways, where today's traffic is helped along by "one-way" signs. Boston has largely resisted expansion upward in skyscrapers.

Boston Contributes to Defense

Boston is a strategic high spot in the present defense crisis. It is not only the capital of Massachusetts, but is also a business capital for New England. Its deep harbor, with about 40 miles of berthing space, is one of the best on the east coast. Here is located the important Charlestown Navy Yard. One of the world's biggest drydocks here is available for repairing the largest ships. In adjacent Quincy is one of the country's principal naval shipbuilding yards. Subway and vehicular tunnels under the harbor give access to East Boston's spacious municipal airport; other airports are scattered around the suburbs.

Boston merchants developed the great United States banana trade with Central America. Sharing with Gloucester her preeminence in Atlantic fishing, Boston has the world's greatest fish-freezing and storage plant.

About 6,000 factories in the Boston area manufacture a fabulous variety of goods, from wool clothing (illustration, next page), shoes, and books to confectionery and bakery products, furniture and electrical appliances, patent medicines and stained glass windows.

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acts as an "expansion chamber" to take up the flow of the four-foot tide from the Red Sea; the Mediterranean is practically tideless.

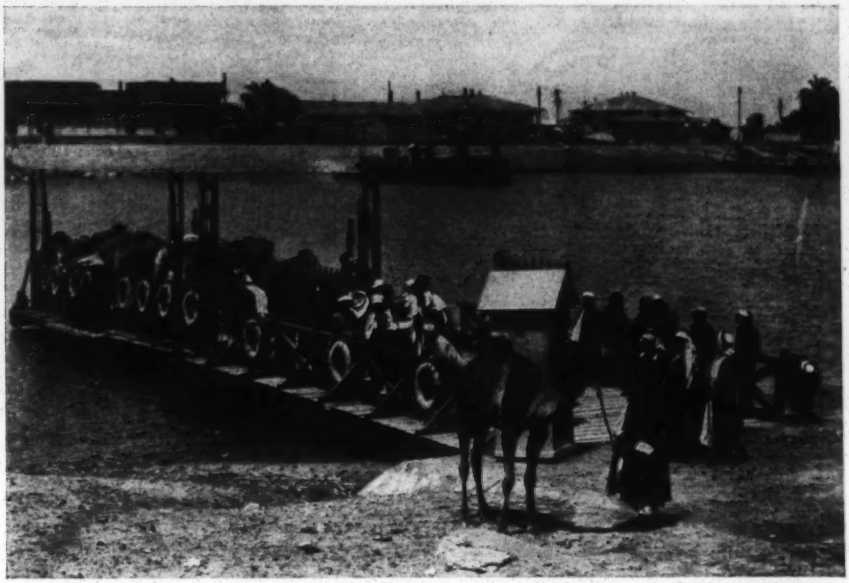
From the town of Suez, near Port Taufiq at the southern end, can be seen the mountains of the Sinai Peninsula, one of which is said to be Mt. Sinai of the Bible. Some scholars believe that the Children of Israel may have crossed the Red Sea near what is now the southern terminus of the Canal.

Note: An interesting description of the Suez Canal, with photographs, is contained in "Suez Canal: Short Cut to Empire," in the *National Geographic Magazine*, November, 1935. See also "Old-New Battle Grounds of Egypt and Libia," December, 1940; "Change Comes to Bible Lands," December, 1938; "Ships, from Dugouts to Dreadnoughts," January, 1938; "The *Pilgrim* Sails the Seven Seas," August, 1937; "Seeing the World from the Air," March, 1928; "East of Suez to the Mount of the Decalogue," December, 1927.

And also in the GEOGRAPHIC NEWS BULLETINS: "Suez Clinches Egypt's 2,000-Year Tie to European Politics," October 14, 1940; "Ismailia Gave Send-Off to Record Non-Stop Flight," November 28, 1938; and "Suez Canal Is a Short Cut to the Orient," October 28, 1935.

The importance of the strategically situated Suez Canal in the struggle for empire is apparent on the Map of the Bible Lands, obtainable from The Society's Washington, D. C., headquarters at 50¢ (paper) and 75¢ (linen).

Bulletin No. 1, May 19, 1941.



Photograph by Maynard Owen Williams

THE CANAL INTERSECTS A CARAVAN ROUTE THAT MOSES MAY HAVE USED

When engineers in 1869 opened a way through the Isthmus of Suez for ocean vessels, they cut the caravan route used by plodding "ships of the desert" before the time of Moses. Joseph and his brethren traveled this way, and later the fleeing Joseph and Mary with the infant Jesus. World War transport needs inspired a bridge here across the canal, where trains could cross from a railroad paralleling the canal to Palestine rail lines. After removal of the bridge, the ferries carried a diminished peacetime traffic of camel caravans and train passengers transferring from Egyptian to Palestine rails.

NOTICE: SUBSCRIBERS WHO RECEIVE A RENEWAL BLANK WITH THIS ISSUE of the GEOGRAPHIC NEWS BULLETINS are notified that their subscriptions expire with this issue. They will receive no other notification.

It is not always possible to supply back issues of the BULLETINS, and it is therefore recommended that subscribers promptly request renewal in order to be sure of a complete file when publication is resumed on October 6.

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Graduation Brings Odd Diplomas Around the World

IN THE "sheepskin season" in the United States, graduates receive every kind of diploma but sheepskin, as a general rule. The sheepskin parchment of the old scholars' heyday is almost extinct in academic circles, except in the drums of the orchestra for the prom. Paper diplomas are harvested in the modern American Commencement crop, varying in stiffness, size, Latinity, and ornateness, but practically all of them are more casual than their counterparts abroad.

The diplomas of other countries, too, have gone off the sheepskin standard, but most of them, as in the days of parchment, are more carefully "tailored" than American documents to fit the recipient.

Passport Pictures for Diploma Picturesqueness

A foreign student's diploma is likely to bear several such distinguishing personal items as his picture, his examination grades, a record of the date and place of his birth, his father's name and occupation, a comment on his conduct in classes, or possibly his fingerprints.

While Commencement season in much of the world is cut short or indefinitely postponed on account of war, a study of foreign diplomas can best be made, surprisingly enough, in Washington, D. C. The Comparative Education Division of the United States Office of Education has a unique collection of records of more than four hundred diplomas, certificates, and student credentials in every form from abroad. The collection, embracing documents in forty-one different languages, developed from the Comparative Education Division's two decades of experience in evaluating some 10,000 foreign students' scholastic records in terms of the United States school system.

A Chinese university student, if his war-harried alma mater were in a condition to award degrees this year, might receive a colorful diploma like one in the Office of Education collection from the University of the Republic of Peiping: inscribed in columns of bold Chinese characters and topped by a portrait of Sun Yat-sen on a background of rippling Chinese flags, the document bears a small passport-type photograph of the student himself in the lower left-hand corner.

Ancient Diplomas Were Permits To Travel Public Roads

From an English school in India comes a school certificate that is virtually a biography. In addition to a record of the pupil's birth and caste and grades in every subject, the document bears a notation of his scars and other permanent bodily marks and the fingerprints of his left hand.

Unique in this collection is an old "diploma of aristocracy" from Tsarist Russia, issued in 1902, under the double-headed eagle seal of the Romanovs. It proclaimed that the holder of the certificate, then aged 10, was a nobleman, implying that he was entitled to education denied to commoners.

Bilingual diplomas are relics of efforts to solve eastern Europe's problem of racial minorities. A Riga school conferred duplicate documents, one in Latvian and the other in Russian. Lithuanian diplomas from Wilno were in Lithuanian and Russian, from Panevezys in Lithuanian and Polish. A typical Yugoslav certificate from Zagreb has double lines of type for the Serbian and Croatian forms of each word. This document is a folder, with records of grades on the inside.

The Yugoslav diploma, the characteristic Hungarian certificate, and even the Chinese document have one thing in common—tax stamps. On payment of the

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To educate its own citizens and those who come by the thousand from other states and cities, Boston and vicinity offer more than 200 universities, colleges, technical, music, art, and private schools, besides a famous system of public schools. Harvard, Radcliffe, Massachusetts Institute of Technology, Boston College, Boston University, and Simmons are among the leaders in higher education. Boston Latin School, established in 1635, was the first public school in America. The Boston Public Library and the Boston Athenaeum have the most famous of many book collections. Boston has art and science museums and its own noted symphony orchestra and symphony hall.

In Boston's Golden Age of letters, such illustrious figures as Hawthorne, Longfellow, Whittier, Holmes, Lowell, R. H. Dana, W. D. Howells, Julia Ward Howe, the historians Prescott, Parkman, Fiske, and Bancroft, and others frequented her book stores and publishing houses. And on Boston Common Ralph Waldo Emerson pastured his mother's cow.

Note: Boston and its historic and economic background are described in "Boston Through Midwest Eyes," *National Geographic Magazine*, July, 1936. See also in the GEOGRAPHIC NEWS BULLETINS: "Two Bostons Keep in Touch Across the Sea," March 7, 1938.

Bulletin No. 2, May 19, 1941.

Photograph by Luis Marden

BOSTON'S SUMMER STREET SELLS WINTER WOOL

From Iceland to Patagonia, Boston buyers garner the wool clip of about 30 foreign countries for sale on Summer Street, heart of the Western Hemisphere's greatest wool market. The United States uses twice as much wool as it produces, fabricating it in giant mills such as that in near-by Lawrence, credited with being the largest in the world. Summer Street experts, walking in storerooms that would be a moth's paradise, can tell at a glance the country from which each stack came.

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Strategic Materials: No. 7, Chromium, a Metal Cinderella

ONE of the first spots in which the United States will feel results of German advances in easternmost Europe is the steel industry. A substantial part of the strategic mineral, chromium, imported to make steel stainless, comes from Turkey, over supply lines now pinched by Nazi encroachment.

The Greeks had a word for "color" which gave the metal its name. Before 1798, chromium was unknown as a separate element, but only in a variety of mixtures which were used chiefly as colors in painting. Chrome oxide is still one of the best green pigments known to painters. Chrome yellow, an inferior but inexpensive pigment, is a feature of the famous sunflowers painted by Van Gogh; the poverty-stricken artist made use of the fickle chrome color as a compromise, but it darkened with age into the mysterious, tawny shades now much admired.

The presence of tiny amounts of chromium in the gem contributes to the emerald's rich green, the sapphire's clear blue, and the ruby's red.

After centuries of being a colorful secret of the earth, chromium was discovered as an element by two scientists working separately, one French and the other German, at almost the same time. In 1859 chemists separated it from its compounds and for the first time saw chromium bare—a steely white metal, whose presence turned other materials red, black, orange, green, or yellow.

New Element Put to Work in Army Boots, Paints and Photographs

Chemical uses of chromium, absorbing about one-tenth of the world's output of the ore, are often associated with color still. Paints and dyes, and the mordants applied in dyeing as well, call for compounds of chromium. Army uniforms of olive drab are dyed with chromium. A special tanning process which leaves a certain amount of chromium in the leather gives added endurance and weather resistance to shoes, boots, belts, and other leather trappings.

A peculiar ability to harden gelatine gives chrome alum its place in photography, where it rapidly hardens the delicate film holding the light-sensitive silver particles on the surface of a photographic print.

Chromium's chief use before the first World War, because of its resistance to heat, was in the construction of furnaces. At that time bricks of chromium ore for furnace linings cost $1 each. About 40 per cent of the ore now mined goes for furnace uses, but most of the Cinderella metal has emerged from the ashes.

The principal use of chromium now, claiming half of the world output, is to alloy or surface other metals, notably steel, for countless civilian and military purposes. It lends special toughness to armor plate, projectiles, and rifle linings. It gives extra durability to automobile springs and axles, gears and connecting rods,

Strategic materials, according to official definition, are "those essential to national defense, for the supply of which, in war, dependence must be placed in whole, or in substantial part, on sources outside the continental limits of the United States; and for which strict conservation and distribution control measures will be necessary."

The GEOGRAPHIC NEWS BULLETINS are presenting a series of articles on the following strategic materials, describing their uses, qualities, and sources:

Antimony	*Mercury (No. 5)*	*Quinine (No. 2)*
Chromium (No. 7)	*Mica (No. 6)*	*Rubber*
Coconut Shell Char	*Nickel (No. 1)*	*Silk*
Manganese	*Quartz Crystal*	*Tin*
Manila Fiber (No. 4)		*Tungsten (No. 3)*

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official fee, tax stamps are affixed to most foreign diplomas as to American packages of cigarettes or playing cards.

An elaborate document is the Scottish diploma divided into three sections by an engraving of three lofty arches, under which are inscribed separate testimonials, in Latin, to the holder's right to practice medicine, surgery, and pharmacy.

One step above a secondary school diploma is the Scandinavian certificate of Academic Citizenship, signifying that the student has been admitted to a university and is entitled to such privileges as a special academic hat.

No doubt the most widely recognized high school diploma in the world is the French "Diplôme de Bachelier de l'Enseignement secondaire." Identical documents, issued by the national Minister of Education and varying only in the unobtrusive stamp of the respective school districts, are offered by every French secondary school in the home country and elsewhere in the world. The French "Bachelier" is the model on which many other countries have patterned diplomas. It shows the place and date of birth of the student, and carries his signature.

Ancient diplomas in Roman times were mere identifying certificates, proclaiming the holders entitled to travel freely on the public highways, or to other simple privileges. In the 13th century, scholars were prohibited from lecturing before passing an examination, and possibly the early university diplomas evolved from licenses to teach.

Note: Two famous tradition-making English universities, from which many Americans have obtained degrees, are Oxford and Cambridge, described in "Within the Halls of Cambridge," *National Geographic Magazine*, September, 1936; and "Oxford, Mother of Anglo-Saxon Learning," November, 1929.

Bulletin No. 3, May 19, 1941.

Photograph by Clyde Fisher

LAPP NOMADS SEEK "ACADEMIC CITIZENSHIP" WITHIN THE ARCTIC CIRCLE

Roving in the wake of reindeer herds across the northern tip of the U.S.S.R., Finland, Sweden, and Norway, the Lapp school child can hope that his winding scholastic road may lead to one of the Scandinavian universities which confer certificates of "academic citizenship." Lapp instructors, who migrate during the summer with their pupils, teach the lower grades in temporary turf schools, where the blackboard and the students sit on the floor. This teacher, temporarily at Kvikkjokk, north of the Arctic Circle, accompanies her eight pupils on their summer trek. Higher grades in winter are taught in permanent schools of wood.

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Geo-Graphic Brevities

BURMA HOISTS NEW FLAG—THE PEACOCK EMBLEM

ON APRIL 1st Burma's new peacock flag was unfurled before a crowd of 50,000 in an impressive military ceremony in Rangoon, the capital. This flag, the peacock and Union Jack on a field of blue, is Britain's most recent concession to Burmese nationalism. Four years ago to the day, on April 1, 1937, Burma had been separated from India and made a Crown Colony.

The peacock, native of Burma and venerated by the Burmese, was the emblem of the early Burmese Empire which reached its height in the Middle Ages, with its capital at Pagan (illustration, inside cover).

Burma, situated on the east side of the Bay of Bengal, northwest of Siam, now covers an area of over 260,000 square miles. Its population of more than 14,600,000 comprises a mixture of Mongolians, Chinese, Indians, and Siamese.

It is known to thousands as the locale of Kipling's famous poem, "The Road to Mandalay." This "road" was then in reality the Irrawaddy River, which connects the port of Rangoon in the south and the city of Mandalay, directly north.

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COLOMBIA-VENEZUELA BORDER DISPUTE SETTLED

OFFICIALS of Colombia and Venezuela recently met in the historic Rosaria Church of San Jose de Cúcuta in Colombia to sign a treaty ending the hundred-year-old boundary dispute between the two countries. The Rosaria Church was chosen for the signing because the famous South American liberator, Simon Bolívar, took the oath of office in 1819 as president of Gran Colombia, which then included present-day Ecuador, Colombia and Venezuela (illustration, next page).

The treaty provides, in addition to boundary revisions in the regions of the Oro and Oira Rivers, for the free navigation of all rivers common to both nations.

The new Oro River boundary, beginning at the headwaters of the Oro in Catatumbo, continues through its northern branch and thence through a tributary called the Intermedio to the headwaters of the latter in the Sierra de Perija range. The Oira frontier begins at that river's headwaters in Paramo de Tama, and follows a line to the source of the Gira River in Arauca.

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CHEKIANG PROVINCE OCCUPIED BY THE JAPANESE

IT WAS recently announced from Japanese-controlled Shanghai that the conquest of Chekiang, China's smallest province, was complete. This coastal province, facing the China Sea, is one of the most densely populated regions of China. In its 36,500 square miles, about the size of Indiana, are packed some 17,000,000 people—as compared with 3,500,000 in Indiana!

Chekiang, a rich province, often called the "birthplace of the millionaires," produces silk, rice, cotton, tea, and wheat. Its beautiful capital, Hangchow, is a center for the silk industry and has played an important part in the educational, cultural, and political growth of China. Another well-known city of Chekiang is Ningpo, one of the early treaty ports, which was opened to foreign trade in 1842. Fenghwa, in the southern part, is famous as the birthplace of Generalissimo Chiang Kai-shek.

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and engine valves. Without the strength chromium adds to small steel parts, an auto engine would have to be larger. As an alloy with tungsten, it supplies an enduring, hard cutting edge to high-speed tool steel.

The widely used "18-8 steels"—18 per cent chromium and 8 per cent nickel—have given the machine age a shining, rustless surface. The chromium in them resists corrosion of rust and even acids. The dressy details of most automobiles are chromium-born—door handles, bumpers, hub caps, or headlight shells. Some steels are alloyed with chromium up to 50 or 60 per cent. Cooking utensils, oil refinery stills, machinery for paper mills and other chemical-using industries, and hospital equipment are among the items profiting from chromium's impervious surface qualities. Electroplating also demands quantities of the metal.

Chromite, the only commercial ore in which chromium is found, was identified in Maryland a century ago by a chemist who noticed an unusual piece of "rock" propping up a cider barrel. For forty years the State led world production. The chief United States mines are now in California and Oregon, although Wyoming and Montana have deposits. Domestic sources, however, yield ore which is neither sufficient nor suitable for the nation's needs.

The largest chromite producer is the U.S.S.R., whose Ural Mountains mines supply one-fifth of the world's output; the Russian surplus is exported. Turkey and African sources, in Southern Rhodesia (illustration, below) and South Africa, rank next, with Cuba claiming fourth place on the chromium-output scale.

Bulletin No. 4, May 19, 1941.

Photograph by Melville Chater

WHERE THE STONE AGE LINGERED, THE MACHINE AGE SEEKS STAINLESS STEEL

Gold was the metal that drew Europeans to Southern Rhodesia, where the little African Bushman with his stone axe and rock paintings kept a primitive civilization alive long after more complex cultures flourished elsewhere. But chromium is the most vital import to reach the United States from this British colony. In some years Southern Rhodesia and South Africa furnish about half of the U. S. imports of the metal. Chromite ore from the Selukwe mines is hand-sorted and blended by native workmen from the village of circular huts (background) before being shipped out by rail to enter into the manufacture of stainless steel.

HOW HEAVY IS A TON OF SHIPPING?

THE Battle of the Atlantic creates much discussion of ship tonnage, in connection with tonnage lost and new tonnage put into service through United States aid and British building. When not qualified, for commercial ships tonnage usually refers to *gross tonnage*. This has nothing to do with weight. Instead it is the cubic capacity of a ship expressed in units of 100 cubic feet, arbitrarily termed a "ton." Warship size is estimated in *displacement tonnage*, which represents the calculated weight of sea water displaced by the ship, fully equipped and loaded, expressed in tons of 2,240 pounds each.

Other measurements used for merchant ships are *deadweight tonnage* (the weight of the ship's load, including passengers, cargo, stores, and fuel), and *net tonnage* (the freight-carrying capacity of the ship, obtained by deducting from the gross tonnage the space devoted to the crew, machinery, and other non-cargo items —it is generally two-thirds of the gross tonnage).

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NEW SMALLER OFFICIAL AREA CALCULATED FOR THE UNITED STATES

THE figure accepted since 1880 as the area of the United States was 3,026,789 square miles. The Census Bureau now reports corrections, based on changes and more accurate measurements, of 7,754 square miles less for "inland water," 3,352 square miles more for land, and a net total area of 3,022,387 square miles.

Bulletin No. 5, May 19, 1941.

Photograph from Pix

BOLIVAR PRESIDES OVER SOUTH AMERICAN "GOOD NEIGHBOR" BOUNDARIES

The boundary settlement which was peaceably concluded between Colombia and Venezuela recently provided for free navigation of the Tachira River (above) and all other streams that separate or cross the two nations. The international bridge across the Tachira is called "El Libertador" (in white letters above the workmen) in honor of the two countries' first president, Simon Bolívar, titled "The Liberator" and also "South America's George Washington" for his leadership in their war for independence from Spain. The bridge carries the Trans-Andean Highway linking Venezuela's capital, Caracas, with the Colombian border city, Cúcuta.